

AMENDMENTS TO THE SPECIFICATION

Page 1, before the title, delete the heading "DESCRIPTION".

Page 1, after the title, insert the following heading and paragraph:

CROSS REFERENCE TO RELATED APPLICATIONS

This application is a continuation of International Application No. PCT/GB02/01333 filed March 20, 2002, the disclosures of which are incorporated herein by reference, which claimed priority to Great Britain Patent Application No. 0106924.4 filed March 20, 2001, the disclosures of which are incorporated herein by reference.

Page 1, before the paragraph beginning, "The present invention . . .", insert the heading:

BACKGROUND OF THE INVENTION

Page 2, before the paragraph beginning, "It is therefore an object of the present invention . . .", insert the heading:

SUMMARY OF THE INVENTION

Page 6, replace the paragraph that reads "The invention is described further hereinafter, by way of example only, with reference to the accompanying drawings, in which:-" with the following paragraph:

Various objects and advantages of this invention will become apparent to those skilled in the art from the following detailed description of the preferred embodiment, when read in light of the accompanying drawings.

Page 6, before the paragraph beginning "Fig. 1 is an overall system . . .", insert the heading:

BRIEF DESCRIPTION OF THE DRAWINGS

Page 7, before the paragraph beginning "Referring first to Fig. 1 . . .", insert the heading:

DETAILED DESCRIPTION OF THE INVENTION

DETAILED DESCRIPTION OF THE INVENTION

Page 10, replace the paragraphs beginning with “Comparators 26 and 28 first calculate... with the following paragraphs:

Comparators 26 and 28 first calculate the error between the measured lateral acceleration and the estimated lateral acceleration at that axle for each model:

$$\lambda_f = |A_{fm} - A_{fu}| - |A_{fm} - A_{fo}|;$$

$$\text{and } \lambda_r = |A_{rm} - A_{ru}| - |A_{rm} - A_{ro}|.$$

This gives two values for the vehicle state which are added together to produce an overall vehicle stability factor, λ , as given by the relationship:

$$\lambda = \lambda_f + \lambda_r.$$

For normal straight line driving, λ should tend to [0] zero. As the vehicle generates more understeer, then λ becomes negative. If the vehicle moves into oversteer, then λ becomes positive. Therefore, λ is proportional to the dynamic state of the vehicle.

Page 16, after paragraph (7), insert the following paragraph:

In accordance with the provisions of the patent statutes, the principle and mode of operation of this invention have been explained and illustrated in its preferred embodiment. However, it must be understood that this invention may be practiced otherwise than as specifically explained and illustrated without departing from its spirit or scope.